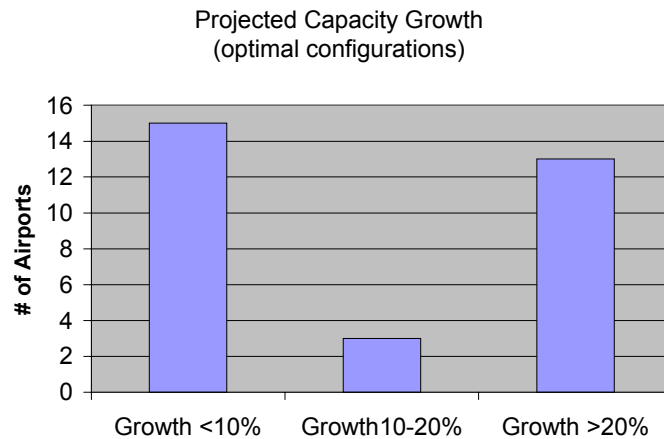


Arrival Departure Rate - Benefits

The performance of the NAS depends upon the balance between capacity and demand and the geographic distribution of any imbalances. Over the next ten years, the forecast demand growth is 11% more flights NAS-wide. There is a concentration of predicted demand growth for the benchmark airports of 11,000 more operations per day (about 24%) by 2010. The current level of demand and forecast growth varies widely across these airports:

Airport	Annual Operations (000)	Demand Growth 2010 (Benchmark)	Capacity Benchmark Optimum Hourly Rates	Capacity Benchmark Reduced Hourly Rates	With OEP Enhancements	
					% Capacity Growth in Optimum Rate (2010)	% Capacity Growth in Reduced Rate (2010)
ATL	913	28%	185 - 200	167 - 174	37%	34%
BOS	508	6%	118 - 126	78 - 88	4%	4%
BWI	315	27%	111 - 120	72 - 75	0%	0%
CLT	460	15%	130 - 140	108 - 116	30%	24%
CVG	478	40%	123 - 125	121 - 125	28%	27%
DCA	343	4%	76 - 80	62 - 66	4%	8%
DEN	529	23%	204 - 218	160 - 196	25%	17%
DFW	866	21%	261 - 270	183 - 185	4%	21%
DTW	555	31%	143 - 146	136 - 138	31%	24%
EWR	457	20%	92 - 108	74 - 78	10%	7%
HNL	345	25%	120 - 126	60 - 60	2%	7%
IAD	480	20%	120 - 121	105 - 117	49%	60%
IAH	491	34%	120 - 123	112 - 113	42%	41%
JFK	359	18%	88 - 98	71 - 71	2%	3%
LAS	521	30%	84 - 85	52 - 57	0%	12%
LAX	784	25%	148 - 150	127 - 128	11%	4%
LGA	392	17%	80 - 81	62 - 64	10%	3%
MCO	366	42%	144 - 145	104 - 112	28%	38%
MEM	386	30%	150 - 152	112 - 120	3%	4%
MIA	517	23%	124 - 134	95 - 108	24%	27%
MSP	522	32%	115 - 120	112 - 112	34%	31%
ORD	909	18%	200 - 202	157 - 160	6%	12%
PHL	484	23%	100 - 110	91 - 96	17%	11%
PHX	639	31%	101 - 110	60 - 65	40%	60%
PIT	448	15%	140 - 160	110 - 131	3%	1%
SAN	208	33%	43 - 57	38 - 49	2%	3%
SEA	446	17%	90 - 91	78 - 81	57%	51%
SFO	431	18%	95 - 99	67 - 72	0%	3%
SLC	367	34%	130 - 132	95 - 105	5%	4%
STL	484	30%	104 - 112	64 - 65	27%	89%
TPA	279	15%	110 - 119	80 - 87	0%	19%

Similar to demand growth projections, predicted capacity growth for the next ten years is also site-specific. To understand the impact the OEP operational changes have, we must examine the balance between capacity and demand by location. At about half of the benchmark airports the growth in capacity is sufficient to meet or exceed the predicted demand, with new runways making the largest difference. Where new runways are not in development, efforts to eliminate inefficiencies in arrival and departure streams with new technologies and improved procedures will help. For these locations the growth in capacity is typically less than 10%.



Matching the site-specific demand forecast against the projected capacity growth, the planned improvements will accommodate (during current hours of operation), about 6800 of the 11000 forecast additional flights in 2010.